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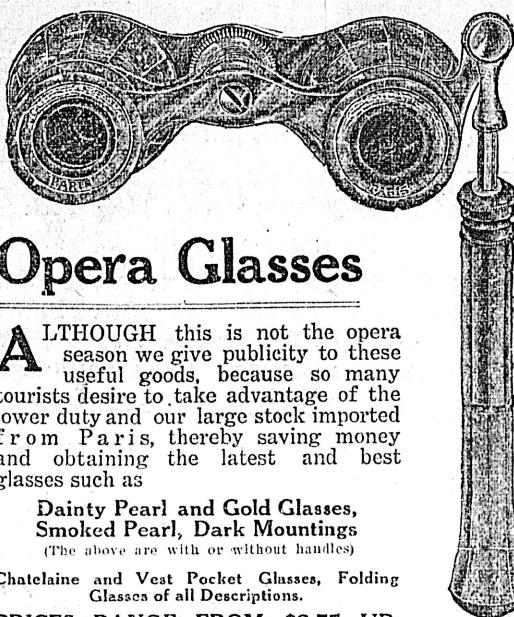
The Daily Colonist.

ESTABLISHED 1858

VICTORIA, B. C., THURSDAY, AUGUST 30, 1906.

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ALTHOUGH this is not the opera season we give publicity to these useful goods, because so many tourists desire to take advantage of the lower duty and our large stock imported from Paris, thereby saving money and obtaining the latest and best glasses such as

Dainty Pearl and Gold Glasses,
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Just to let you know we keep high class Toilet Soaps from the leading manufacturers. PRICES REDUCED FROM 35c and 50 cts. to

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THE FINEST PRODUCT OF THE BREWER'S ART

SCHLITZ MILWAUKEE BEER

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MADE FROM CREAM OF WHEAT

35 cents per tin

The West End Grocery Co.

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EVIDENCE IN CHEHALIS CASE

Closed, and Arguments of Council Thereon Only Remain Now.

LOST STEAMER'S ENGINEER

Was Cool at the Accident But Much Excited in Testifying.

VANCOUVER, Aug. 29.—(Special)—At the opening of the court of inquiry on the Chehalis disaster this morning, Mr. Justice Morrison stated that there may have been some misapprehension of his remarks at the commencement of the inquiry. He had then stated that their function was simply to investigate the cause of the disaster, and as it might go no further, there would be no necessity for contentiousness on the part of counsel. This was very well at the beginning of the inquiry, but in the light of developments in the evidence, the court reserved to itself the right to take such steps as they were allowed by the act, for the cancellation of the certificates of officers involved, if they thought necessary. He made this as an explanation.

In answer to Mr. Martin, Mr. Bodwell said he had no objection to putting in the police court evidence of S. Goldman, who had been in the gasoline launch, but who was now in Seattle.

Heard But One Whistle

J. A. Fleming was the first witness called. He had been a passenger on the Princess Victoria at the time of the collision. His evidence did not differ materially from that of previous witnesses. To Commander Hunt he said that after the accident he saw three men and a dog in the water. He believed that all were rescued before the Princess left.

J. J. Bostock testified that he had been on the Princess and had only heard one whistle before the accident occurred. He saw one person in the water about 120 yards astern, but saw no one else. This man was rescued.

George R. Snider walked up with his watch in his hand when another witness was called, and protested volubly against having his time wasted by being kept waiting, when he had a number of men working whom he had to look after.

The court told Mr. Snider not to get excited. They would hear his evidence.

Mr. Snider's evidence did not reveal much new, but he said that the Chehalis was trying to cut across the bows of the Princess when the accident occurred.

Princess Was Going Fast

Cyrus A. Dean, chief engineer of the Chehalis, repeated the story he had told in the police court. The engines of the Chehalis were working with a three line's throttle, and there was no change of speed from the time of starting till the time of the accident.

The Chehalis was heading a little to the port of Prospect Point lighthouse when she was struck.

The Princess turned the point at an unusually sharp angle. She was going fast to port, and it looked as if she would run into the gasoline launch. Then she was swung around as if to avoid it, and was still swinging when she struck the Chehalis. She gave one whistle, evidently intended for the launch. The bow of the Princess struck him on the head.

"What speed was she going at?" asked Mr. Peters.

"Well," replied the witness, "if she could make 20 knots an hour she was making it then. The water was flying six feet from her bows. She deliberately ran us down."

Mr. Dean is Defiant

Dean submitted to cross-examination by Mr. Bodwell in a very defiant and positive manner.

"You say," said Mr. Bodwell, "that the Princess was running you down."

"Yes, sir. I am sure of it."

"And you are sure that the captain of the Princess did nothing to prevent the collision?"

"No, sir. I don't think he saw us. I could not see him on the bridge."

"You are not at all excited," said Mr. Bodwell, sarcastically. "You were quite cool and taking note of everything."

"No, sir. I was not as excited as I am talking to you now."

THORPE'S CARBONATED WATERS

Water Employed in Manufacturing subjected to

Pasteur Berkefeld

system of purification, securing absolute immunity from Impurities

"And the Chehalis was running on a perfectly steady course?"

"Yes, sir; she was running as steady as a street car."

Mr. Bodwell asked some further questions about the way the boat was sailing.

"I don't know what he is trying to get at," said the witness with a look of bewilderment.

"How could you tell in what direction the Princess was coming?" asked Mr. Bodwell.

"Tell," said the witness indignantly and in a high tone of voice, "why, I looked at the houses and I looked at the trees."

"Did you look at any other point?"

"Coming Down to Sink Us!"

"I had not time to look at any other point. I was looking at that blasted boat coming down to sink us."

"Did you clear this gasoline launch you were talking about before the Princess got around the point?"

"When you saw the Princess coming upon you, why did you not call to the captain?"

"Because I did not have to. The captain knew how to manage his boat, and I just stood up and took my medicine like a man which is more than you would have done if you were there."

"No doubt," said Mr. Bodwell, sarcastically. "You seem to be a very remarkable man."

"I am pretty near as remarkable as you are," replied the witness.

To Commander Hunt the witness said that while in the water he fancied he saw Mr. Bryce near him, and heard him moaning, "Ah! ah! My wife! My wife!"

Built for Safety and Speed

Captain Troup was called and described the dimensions of the Princess and showed from a drawn design that

(Continued from Page Two.)

STRIKE BREAKERS

IN SAN FRANCISCO

Farley's Professional Non-Unionists Will be Called in to Help.

SAN FRANCISCO, Aug. 29.—The fourth day of the street car strike has found the disputing parties further apart than ever. The refusal of the men to report for work and the announcement of the corporation that it is bringing out Farley's strike-breakers contributed to lessen the hitherto friendly feeling existing between employer and employee.

The carmen declare that they are not disturbed by the coming of Farley's men. They say that western conditions are utterly dissimilar from those of the eastern States, and that non-unionists will encounter entirely unknown obstacles.

The railway officials have thus far

declined to say when they will attempt to begin operating their lines. Farley is expected Saturday or Sunday, and if the company contemplates putting any of its plants in motion before that time, the move is being carefully guarded. At the various car barns the company has its guards, and union men are on picket duty, but the best of order prevails.

Mental Irresponsibility Is Good

Spokane, Aug. 29.—Mental irresponsibility is to be the defence of Sidney Sloane, the 17-year-old boy who murdered his father, James F. Sloane, yesterday. The defence is to try to show that the young man is a mental infant, entirely undeveloped mentally and morally. Mrs. Sloane visited her son in the office of the chief of police today. The mother shed a few tears, but held control of her feelings and made no other show of emotion. The boy was the same immovable stoic he has appeared throughout the case. He came from the conference with dry eyes, with his hands in his pockets, and with a jaunty air as though on a pleasure walk.

Princess Was Heading

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Wrecked in Monterey Bay

Pacific Grove, Cal., Aug. 29.—Only a few hundred yards from where the Steamship Company's ship St. Paul lies wrecked in Monterey Bay, a second disaster occurred last night. Thick mists obscured the rocks off Point Joe, two miles from Point Pinos lighthouse, when the steam schooner Celia, making for Santa Cruz, where she had left part of a cargo of 160,000 feet of timber for Port Monterey, ran on the jagged shore line. The first tidings were received in Monterey from Captain Newman, who with ten men arrived at Monterey wharf soon after 4 o'clock this morning. The schooner's second boat, in charge of First Mate Anderson and containing Superintendent Bishop of the Albion Lumber Company, his wife and three children, with other members of the crew, arrived later in Monterey, with all hands safe. The vessel is already a total wreck and is being looked after by launches from Monterey, which are endeavoring to collect what is possible of the schooner's cargo.

In the discharge of my duties I have

no politics and no opinion to express

upon the burning question which sharply

divides men of equal eminence, equal

ability and equal sincerity. I approach

my task conscious of its difficulty and

with no small degree of diffidence.

"I hope for the assistance of many

men of wide experience and great ability

who conduct the business life of this

country."

Illustrative of the very strong interest

in Canada and all things Canadian that

inspires both the department and the

business committees throughout the

United Kingdom, Mr. Grigg said that he

was instructed before leaving to visit the

chambers of London, Manchester, Bir-

mingham, Glasgow, Bradford and Shef-

field in all of which cities the commer-

cial mission to Canada was received

with the utmost sympathy and interest.

Questioned as to the possibility of

British manufacturers contemplating

the opening of

RICHARD GRIGG

IN THE CITY

<p

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and Good Music
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Specialties for Tourist Souvenirs in endless variety, and to suit all tastes and fancies.

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Hotel Victoria Building

EVIDENCE IN

CHEHALIS CASE

(Continued from Page One.)

she was built especially for safety and speed, and could be perfectly controlled. He had himself taken her into Victoria harbor without touching the engines. High speed in the engines was necessary in going against the tide, which ran so strongly through the Narrows that he had seen once the City of Seattle put back because she could not get in against the ebb tide.

In regard to complaints about the speed of the Princess coming into the harbor, Captain Troup said he gave instructions to have speed reduced to the winter schedule, of which there had been no complaint. There had also been complaints that the Princess turned Prospect Point too sharply. He had given instructions to the captain to open up the Narrows well, and he believed his instructions had been in both cases carried out. He had no complaints of excessive speed afterwards.

No Change in Speed Since

Cross-examined by Mr. Martin, Captain Troup said he did not know that there had been any change in the speed of the Princess since the accident. He did not think that if the Princess went outside the spar buoy it would be a particle safer than if she went inside between the spar buoy and Burnaby shoal. He did not consider that the course of the Princess had anything to do with the accident. In a time of fog the inside course was much safer.

Mr. Justice Morrison asked the witness if he could recall what particular instructions he had given to the captain of the Princess in case of collision.

Captain Troup replied that he could recall none except such as were given in a general way.

Captain G. A. French was called to testify as to currents and eddies in the Narrows.

Mr. Peters asked that Capt. French's son be called instead, as he had had far more practical experience.

This was agreed to, but at this juncture Captain Hickey of the Princess Victoria appeared, and as he had to go out again at 1 o'clock, it was agreed that he should be called.

Captain Hickey said he had received no orders to reduce speed. He was running at the same speed as they were going two years ago. It usually took him ten minutes to come from the Prospect Point lighthouse to the buoy at the wharf.

Cross-examined by Mr. Martin, he said that on the Sunday after the accident he had taken charge of the boat, and had gone out east of the spar buoy, because he had drifted further down than usual and there were two sailing vessels in the way. There had been instructions to reduce speed, but none since.

Evidence Now Closed

This closed the evidence. Mr. Bodwell asked if the court would

TREASURE HUNTERS
COLLECTED NO FUNDS

Capt. Hackett's Latest Venture
Unsuccessful and Schooner
Remains at Seattle.

ENGLISH COMPANY SEEKS BURIED GEMS

Xema Headed For Mysterious
Isld. Off African Coast and
Not to Cocos.

The company being formed on the Sound by Capt. Hackett for another treasure hunting voyage to Cocos island has been disbanded, and the schooner Thomas F. Bayard lies with rust on her anchor chains and barnacles on her bottom at a Seattle dock. Month after month she has swung from her cables, awaiting the party of treasure hunters which was to have gone to the famous Cocos island in her to search for buried gold. But the gold hunters were slow about putting up their good silver for shares in the company, which was to recover the mythical treasure, and the attempt was finally abandoned.

The Bayard was secured early last spring by a company which claimed to have a map showing the location of the treasure. Shares were sold, and the schooner was being fitted out, when it became known that there were two other "only and original maps of the island showing the location of the treasure" in the possession of English companies which had left Liverpool in schooners, and also three or four other "genuine maps" in the possession of people along the coast from Chili to Nome; and that other expeditions were being fitted out and had gone there. Some of the stockholders finally saw that they were to find nothing more than plenty of barren soil, and the company was disbanded.

The steamer Xema, which has started from England, stately for Cocos island, is, it seems, bound to another reported treasure isle, the mysterious Isle of Gems off the coast of Africa. The Morning Leader says of her voyage:

Several miners are to be signed on at Cardiff, 1,000 tons of bunkers will be shipped, and the steamer is to be dry-docked and overhauled. There is a crew of 40 on board, which would show that extensive operations are to be undertaken. Amongst the cargo are wooden huts in sections, tents, timber for shaftings, drills, and a quantity of gelignite and detonators. There being no water on the island, a large condensing plant is being taken out.

Of the syndicate's capital of £25,000 the Xema expedition will absorb £15,000, and the voyage will last from four to six months. On the other hand, her skipper, Capt. Henry J. T. Gray, R. N., has declared to a representative of the Cardiff Western Mail that the old captain, on whose chart the syndicate is relying for dividends, brought away from the island on a trial trip gems which afterwards realized £23,000 in London.

The captain of the Xema was reticent about nothing at Cardiff except the hearings of Treasure island, which is, however, so he explained, 70 miles off the coast, and is marked on the Admiralty charts. The mining expert, Mr. F. W. Webb, fought for the Turks at Plevna, and was decorated with the Medjidie medal.

RICHARD GRIGG

IN THE CITY

(Continued from Page One.)

With regard to the despatch from Portland published in the Colonist to effect that the Hill Line to the Orient had decided to cut freight rates from \$4.50 to \$4 per ton, a Seattle despatch says: "The rate from North Pacific coast ports to the Orient has been under consideration for some time by all the regular lines operating out of Portland and Puget Sound. Tramp steamers have been cutting into the trade of the regular lines, and the rate reduction is planned to meet this competition. No decision has been made on the new rate. When it is agreed upon it will be announced as an association rate and not by the Hill lines."

REDUCED RATES.

Reported that Oriental Freights Will Be Cut.

Mr. Peters asked for a little time to look into the evidence, and the court agreed to adjourn until 10 o'clock tomorrow, when the arguments of counsel will be heard and the sitting closed.

U. S. Lighthouse Service Has No Vessel to Send for Bodies.

There is trouble in the United States revenue service regarding the decision to send the cutter Grant, accompanied by a lighthouse tender, to the Vancouver Island coast for the purpose of exhuming the bodies of unidentified Valencia victims. In this connection a Washington despatch says: "The United States lighthouse board has decided it has no vessel which can be used to bring the bodies of the Valencia victims from Vancouver Island to Seattle, and the government officials are at a loss where to get a ship for that purpose. It is suggested here that one of the naval ships now on the Pacific station be sent on that mission."

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The origin of this movement on the part of the British government is not confined to any particular party in the state. It was originated, it will be remembered by Mr. Bonar Law, under secretary of state for the board of trade under the late Conservative government by whom the first appointments, such as Australia, etc., were made, the Canadian appointment being made later under the present Liberal regime.

PROVINCIAL NEWS.

Happenings in the Boundary—Mining Progress at Greenwood.

—Extensions and enlargements in all departments of mining and smelting are the order of the day. The Dominion Copper Co. has begun receiving ore shipments from its Idaho mine, and every facility possible is being made to enable the Great Northern to handle the ore with despatch. The company has received a new large blower and a 100 foot steel stack for the plant below town.

The B. C. Copper Co. is rushing work on the new plant here. One 600 ton furnace is almost ready for lighting the fires, another is on the ground and a third en route here from the manufacturers. Meantime the company is getting the B. C. mine, Ruby, Lone Star, Denoro and Emma into shape for large ore output, to supplement the Mother Lode supply. Before the new year arrives this company will be reducing 1,800 tons daily. The mining and smelting of this amount of ore will employ approximately 500 men.

The city is hurrying the work of extending its water supply to include the water of Providence creek.

Grand Forks, B. C., Aug. 27.—(Special).—The debenture bylaw to raise \$4,000 for the purpose of constructing a bridge across the Kettle river in this city was defeated on Saturday by a narrow majority. For some years past the bridge on First street, over which passed the traffic to the southern part of the valley, has been in a somewhat shaky condition. It was built some twelve years ago, partly by subscription and partly by governmental assistance. For years it has been a moot point whether the city or the government should accept responsibility for the bridge connecting, as it does, the municipal and the provincial lands. From time to time the city has repaired it, and last year the question was thoroughly discussed between the provincial and municipal authorities resulting in an agreement whereby the government should bear half the cost of a new bridge up to the amount of \$4,000. The question then resolved itself into one of location. The present bridge has its approaches on the south side of a low-lying land submerged at times of high water. The site finally chosen was Fourth street crossing the river at a more westerly point.

Plans and specifications of a first-class bridge were submitted by the government engineer, the structure providing for a Howe truss span which would obviate all danger from leg jams and so on. The council decided to submit a bylaw asking for permission to raise the city's share of the cost, viz. \$7,600. Some objections were raised by those who deprecated the removal of the site from First to Fourth street, others objected to a further increase of debenture indebtedness, and it seemed a matter of some doubt as to whether the bylaw would be approved. The result showed that the ratepayers themselves were somewhat apathetic as only 150 votes were polled, whereas at least 300 out of the possible voters were in the city. The result was as follows: For the bylaw, 88; against, 56; six spoiled ballots, four of them being marked "Yes." As the bylaw requires a three-fifths' majority to carry it, a defeat occurred by a narrow margin of two votes. Some suggestions have been made as to a recount before the county court judge, but nothing was decided, and it appears doubtful whether ballots marked by the word, "yes," would be allowed in any case. The question of putting the old bridge in repair and keeping it maintained in a safe condition is now one of the serious questions for the council.

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Saturday was pay day on the Kettle Valley lines construction work up the North Fork of the Kettle river. Contractor Tierney dispensed the substantial sum of \$32,000 amongst the various employees of the road.

Contractor Creelman, who will have charge of the bridge work, is now at the Coast arranging for the heavy timbers for the two bridges, one of which crosses the river on Third street in the city, and the other of which will cross the North Fork at a point about ten miles from the city. All the timbers over thirty feet in length will be of Coast fir, and it will take some forty car loads. The shorter timbers, piles and other material will be procured locally. Including approaches, abutments, and so on, the cost of the two bridges, Contractor Tierney informs your correspondent, will run from \$25,000 to \$30,000. Work on the bridges will commence directly. Mr. Creelman finishes his present contract at the B. C. Copper Co.'s smelter at Greenwood.

THE MIOWERA DUE.

Canadian-Australian Liner Expected
From the Antipodes.

The Miowera of the Canadian-Australian line is due from the Antipodes and is expected to reach port today. The steamer has a small freight, but a large number of passengers.

The Miowera was ashore some years ago in a position not far from where the stranded Pacific Mail liner Manchuria is lying, and was floated by Captain McElroy, who has proceeded to wreck the Manchuria. Two hundred passengers of the stranded liner are living at Honolulu at the expense of the steamship company, pending transportation to their destinations in the Orient. The steamer Hongkong Maru, which sails tomorrow from Honolulu, will take 48, and the Korean on September 10 will take 42.

The captain of the Australia-San Francisco steamer Sierra, which arrived at Honolulu from Australia and New Zealand on Tuesday, en route to San Francisco, reported that for two days prior to arrival at Honolulu he experienced an extraordinary north-west current, the strongest encountered by him, which threw his vessel 30 miles from her course in one day. He attributed the stranding of the Manchuria to the effect of this current.

A Honolulu despatch says: "The condition of the Manchuria remains unchanged. A question has been raised as to the right of the cableship Restorer, a British vessel, to engage in salvage operations on the Manchuria. The matter has been referred to the authorities at Washington, D. C., for decision."

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Felt Polishers for Shoes, Stoves, or Silverware, and Reversible Scrubbers.

Felt Brooms GATHER, but DO NOT SCATTER the dust. Price, 85c each

Use "OLD ENGLISH" Floor Wax
ON YOUR FLOORS.

The Ogilvie Hardware Co.

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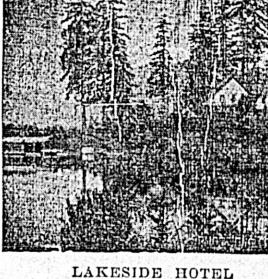
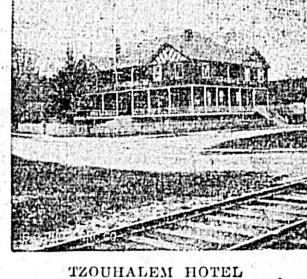
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PresidentJ. E. SMART, Secretary
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(Duncan Station)LAKESIDE HOTEL
(Cowichan Lake)

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LAKESIDE HOTEL, COWICHAN LAKE

The popular tourist resort of Vancouver Island. Excellent Fly Fishing, Boating, Lawn Tennis.

Special Return Tickets issued by the C.P.R., \$5.—good for 15 days.

Keast's Stages Meet train daily at Duncan's

SURGICAL OPERATIONS
PREVENTED BY PE-RU-NA.MRS. MATTIE KLINE, 863 E. Couch
Street, Portland, Ore., writes:

"Some time ago my health seemed to give way. The doctor said that I had ovarian trouble and general weakness. I had severe pains in the back and shoulders, while my stomach was

**OPERATION
ADVOCATED.** My physician said that I ought to be operated upon, but I strongly objected to it, and one of my friends advised me to try Peruna.

"I am pleased to say that this medicine saved me from a painful operation. SAVED BY PE-RU-NA.

perfect health and strength in a little over three months. I am very much pleased with the good your medicine has done me, and I trust that many suffering women may be benefited through the use of Peruna."

Peruna has saved many a woman from a surgical operation.

Some doctor has decided that an operation is necessary. She takes Peruna and discovers that her trouble is vanishing. She is finally restored to health and gives Peruna the credit.

SAILORS CASE
IN POLICE COURT

Four of Crew of Battle Abbey is Charged With Refusing Duty Board Ship.

Four sailors of the British ship Battle Abbey, Capt. Davidson, were charged with refusing to obey the "lawful commands of the master" yesterday before Police Magistrate Hall in the provincial police court. Capt. Davidson laid the charge, and he gave evidence, he said the four had been regularly shipped, and came on board last Monday. They refused to turn to and said they wanted to see a magistrate, they did.

The seamen cross-examined the captain. "Is that ship seaworthy?" they asked. Sure, said the Captain.

"Is the vessel fit for human beings?" Would you live in it?" the mariners asked.

"Don't have to," said the Captain.

"Do we get butter?" the seamen queried.

"No, you didn't sign to get butter; it's not in the list on the articles," he stated.

And so ad lib. One sailor said he had been shanghaied. All said they were drunk when signed. They wanted to get out of the vessel.

"Yes, you've been paid your advances," said the master, "and now you want to get out of the ship."

"Advances," asked the seamen in wonderment. What advances? We didn't see any money, someone else got the advances. We got a few old clothes. They're on board, and you're welcome to them, captain, if we can get clear of the ship."

One man said he had come from the Grand Trunk shops at Montreal and had never been at sea, but his evidence was not convincing. He endeavored to avoid the use of nautical phraseology in his evidence, but occasionally forgot. For instance, after carefully describing the "rungs" of the rope ladder, he forgot and referred to the ratlines. Again he replied in response to a question regarding the side of the ship: "On the left-hand side going 'at'."

Capt. Davidson put in certificates of inspection by Lloyd's and the underwriters who examined the vessel after a patch was recently placed on the hull at Esquimalt. The men claimed the vessel unseaworthy, and one said he wanted the board of trade to go and see her. The case was remanded until today to allow the men to decide whether they want an independent survey, as is their right. They were keen for a survey until it was pointed out that if their charges were not borne out they must bear the expense of the survey, and then they halted. They will state this morning whether they want a survey made.

2 YEARS IN WOOD BEFORE BEING BOTTLED

The ONLY GIN Bearing the Government Stamp

MELCHERS RED CROSS

HOLLANDS GIN

R. P. RITHET & CO., LIMITED

PACIFIC COAST AGENTS

WATER REPORTS ARE
TO BE DISCUSSED

Meeting of Council This Evening to Deal With Important Question.

Whether Elk lake will be a temporary or permanent source of water supply for the city of Victoria will be the question to occupy the attention of the board of aldermen at the meeting this evening. The reports which were received from the civic officials and Expert Adams deal exhaustively with the subject and much light has been thrown on the all-absorbing topic.

The report of the city officials in response to the resolution passed at a recent meeting of that body recommends that a pump be installed at the lake on the 12-inch main and that a tank be constructed on the high level beyond Cook street. This practically bears out the report as presented by the water committee some time ago, which was suggested to the committee by Engineer Topp and approved by two other well known engineers.

In response to inquiries by His Worship, the officials state that it would not be wise to abandon Elk lake entirely. This, according to the committee, they did not intend to do, but in order that an increased supply could be secured for next year or until sufficient data had been secured concerning the Highland district, or Goldstream had been acquired, it was deemed advisable that a pump be installed by which the present water supply could be increased about 700,000 gallons per day.

The increased supply they considered would be sufficient until greater supply was obtained which could be added to by the gravity supply at Elk lake.

Although both the water commissioner and city engineer signed the report which was presented by His Worship recommending that a 30-inch main be laid, they are nevertheless in favor of a pump for a temporary supply.

The recommendations made by His Worship regarding the 30-inch wooden main has received a hard blow from Expert Adams who in his report states in discussing the proposed 30-inch main, "It seems to me not expedient. It will be expensive. It will ill accord with any plan for a ready good system of works. It could not even be used as a force main. I have received a hard blow from other stations. It would have little or no permanent value as it might be later taken up and relaid."

The proposal to use wood instead of steel mains has also caused considerable discussion. His Worship maintaining that wood pipe could be used to a better advantage than steel, both regarding the first cost of the mains and the life of them. This idea was not in accord with some advanced by the aldermen and several of them took every opportunity to call attention to the necessity of using steel or iron instead of wood.

It has not only been the aldermen who have questioned this matter, and at a recent meeting of some of the ratepayers at the city hall Mr. D. R. Kerr who had had some experience with wood pipes in the Northwest stated that it was not giving satisfaction in that district.

Mr. Vincent, however, has led the fight against the use of wood stove pipe and his contention has now been borne out by the report of Expert Adams.

In dealing with this phase of the subject Mr. Adams goes thoroughly into the question and in summing up his remarks says: "I am therefore of the opinion that conservatism and prudence in the expenditure of public funds is best served in this case by the use of steel pipe in preference to wood."

Thus the reports will have considerable bearing on the question and will be referred to many times before the main points are settled.

The action of His Worship in requesting the officials to answer certain questions submitted by him, are considered to be entirely uncalled for. Several of the aldermen claim that when the officials were asked to present a report concerning the most feasible scheme for securing an increased temporary supply, it was all that should have been asked of them, and in submitting the answers to the questions by Mayor Morley, it is claimed that it has been done with the intention of hampering the work of the council and delaying the settlement till a later date.

In discussing Elk lake as the future source of supply for Victoria one of the aldermen said yesterday in conversation to a Colonist reporter: "I wish you had been out with us when we went to inspect Elk lake. You should go out and look at it. Just take a boat and row over the middle of Elk lake and if you are not satisfied that it is time for a change I will be satisfied to change my opinion."

"Why," said he, "when we were out it was almost impossible to row the boat through the woods."

"It was disgraceful to the city that the source of supply from which practically every Victorian obtains his water supply, has been allowed to get into such a condition. Something must be done and done very quickly to clean Elk lake and put it in such condition that it will be fit to use for domestic purposes."

The alderman also pointed out that it was necessary to get to work at once otherwise Victoria would be without a sufficient supply for next summer.

It is expected that the time of the meeting and an interesting debate is anticipated.

DEATH OF W. W. BRYCE.
Pioneer Victorian and Former Colonist Employee Joins the Majority.

The death of Wm. W. Bryce occurred at his residence, Jubilee avenue, on Tuesday, after a lingering illness, which held him practically helpless for several years. Deceased had been a resident of this city for practically 27 years and for 18 years was circulation agent for the Colonist P. & P. Co., only retiring a few years ago when seized by the illness which eventually carried him off.

Since his retirement from the Colonist he took no active part in any business and it was only occasionally that he was able to be out. At the time of the Klondike gold excitement Mr. Bryce was seized with the fever and along with several other Victorians established a pack train between Telegraph Creek and Teslin Lake; and the miners who made their way to the Yukon by this route were materially assisted. While on the Colonist he made many friends who will learn with regret of his death.

Deceased was 47 years of age and leaves a widow and one daughter to mourn his loss as well as two brothers, James and Robert, residing in this city, the former being manager of the Truck and Dray company, while four brothers and three sisters reside in the East.

The late Mr. Bryce was a native of Dunblane, Bruce county, Ontario, where he spent his early days, afterwards journeying to this city.

The funeral will take place this afternoon at 2:30 from the family residence, and by request will be private and friends are also requested not to send flowers.

ITINERARY OF TRIP
OF THE MANUFACTURERS

Big Body of Canadian Commercial Men to Visit Victoria Next Month.

Following is the itinerary to be followed by the members of the Canadian Manufacturers' Association on the forthcoming Western trip:

Leave Winnipeg 1 a. m. Thursday, September 20.

Arrive Regina 1 p. m. Thursday, September 21.

Leave Moose Jaw 5:15 p. m. Thursday, September 22.

Leave Moose Jaw 7:15 p. m. Thursday, September 23.

Arrive Calgary 10:15 a. m. Friday, September 24.

Leave Calgary 3 p. m. Friday, September 25.

Arrive Banff 6:30 p. m. Friday, September 26.

Leave Banff 5 a. m. Sunday, September 28.

Arrive Vancouver 7:30 a. m. Monday, September 29.

Leave Vancouver 1 p. m. Monday, September 30.

Arrive Victoria 6 p. m. Monday, September 30.

Leave Victoria 8 a. m. Wednesday, September 30.

Arrive Vancouver 12 noon Wednesday, September 30.

Leave Vancouver 11 p. m. Wednesday, September 30.

Arrive Revelstoke 4 p. m. Thursday, September 30.

Arrive Glacer 7 p. m. Thursday, September 30.

Arrive Calgary 7 a. m. Friday, September 30.

Arrive Edmonton 2 p. m. Friday, September 30.

Leave Edmonton 1 a. m. Saturday, September 30.

Arrive N. Battleford Saturday, September 30.

Leave N. Battleford Saturday, September 30.

Arrive Kamloops Sunday, September 30.

Leave Kamloops Sunday, September 30.

Leave Dauphin Sunday, September 30.

Leave Neepawa Sunday, September 30.

Leave Winnipeg 11:50 a. m. Monday, October 1.

Leave Kenora 5 p. m. Monday, October 1.

Leave Kenora 7:30 p. m. Monday, October 1.

Arrive Fort William 8 a. m. Tuesday, October 2.

Leave Port Arthur 6 p. m. Tuesday, October 2.

Arrive North Bay 11:30 p. m. Wednesday, October 3.

Arrive Montreal 6:30 p. m. Thursday, October 4.

Arrive Toronto 7:30 p. m. Thursday, October 4.

Arrive Kenora 7:30 p. m. Thursday, October 4.

Leave Kenora 7:30 p. m. Monday, October 5.

Arrive Fort William 8 a. m. Tuesday, October 6.

Leave Port Arthur 6 p. m. Tuesday, October 6.

Arrive North Bay 11:30 p. m. Wednesday, October 7.

Arrive Montreal 6:30 p. m. Thursday, October 8.

Arrive Toronto 7:30 p. m. Thursday, October 8.

Arrive Kenora 7:30 p. m. Thursday, October 8.

Leave Kenora 7:30 p. m. Monday, October 9.

Arrive Fort William 8 a. m. Tuesday, October 10.

Leave Port Arthur 6 p. m. Tuesday, October 10.

Arrive North Bay 11:30 p. m. Wednesday, October 11.

Arrive Montreal 6:30 p. m. Thursday, October 12.

Arrive Toronto 7:30 p. m. Thursday, October 12.

Arrive Kenora 7:30 p. m. Thursday, October 12.

Leave Kenora 7:30 p. m. Monday, October 13.

Arrive Fort William 8 a. m. Tuesday, October 14.

Leave Port Arthur 6 p. m. Tuesday, October 14.

Arrive North Bay 11:30 p. m. Wednesday, October 15.

Arrive Montreal 6:30 p. m. Thursday, October 16.

Arrive Toronto 7:30 p. m. Thursday, October 16.

Arrive Kenora 7:30 p. m. Thursday, October 16.

Leave Kenora 7:30 p. m. Monday, October 17.

Arrive Fort William 8 a. m. Tuesday, October 18.

Leave Port Arthur 6 p. m. Tuesday, October 18.

Arrive North Bay 11:30 p. m. Wednesday, October 19.

Arrive Montreal 6:30 p. m. Thursday, October 20.

Arrive Toronto 7:30 p. m. Thursday, October 20.

Arrive Kenora 7:30 p. m. Thursday, October 20.

Leave Kenora 7:30 p. m. Monday, October 21.

Arrive Fort William 8 a. m. Tuesday, October 22.

Leave Port Arthur 6 p. m. Tuesday, October 22.

Arrive North Bay 11:30 p. m. Wednesday, October 23.

Arrive Montreal 6:30 p. m. Thursday, October 24.

Arrive Toronto 7:30 p. m. Thursday, October 24.

Arrive Kenora 7:30 p. m. Thursday, October 24.

Leave Kenora 7:30 p. m. Monday, October 25.

Arrive Fort William 8 a. m. Tuesday, October 26.

Leave Port Arthur 6 p. m. Tuesday, October 26.

The Colonist.

The Colonist Printing & Publishing Company, Limited Liability, 27 Broad Street, Victoria, B.C. J. S. H. Matson, Managing Director; R. E. Gosnell, Editor. General Manager and Assistant Managing Director.

THE DAILY COLONIST

Delivered by carrier at 20 cents per week, or mailed postpaid to any part of Canada (except the city), the United Kingdom or the United States, at the following rates:

One year \$5.00
Six months 2.50
Three months 1.25

Victoria Daily Weather

Wednesday, Aug. 29.

Highest 75
Lowest 51
Mean 63
Sunshine, 11 hours, 6 min.

Victoria Weather

July, 1906

Highest temperature, 88.5
Lowest temperature, 49.9
Mean temperature, 65.51
Total precipitation for the month, .16 inch; average amount, 0.37 inches.
Bright sunshine, 345 hours, 12 minutes; mean daily proportion, 0.71 (constant sunshine being 1).

WATER AGAIN.

The Times says that the Colonist "is grimly determined to insist upon the city buying out the works of the Esquimalt Water Works company at any figure that may be demanded by that fortunate company." The Colonist has no desire for a controversy with its neighbor, but it would be glad to discuss the water question with it dispassionately and without the imputation of motives. It proves nothing to say that this paper is determined that a certain thing shall be done. The only effect such an allegation can have is to prevent people, who may be influenced by it, from taking a just few of such arguments as the Colonist may advance. Will our contemporary oblige the Colonist, as well as many of the citizens, by declaring where it stands on the great question at issue, namely:

"What is to be the permanent source of water supply for Victoria?"

If the Times does not think this is the great issue now before the citizens, will it kindly tell us what it thinks is the issue? The Colonist frankly says that, in its opinion, Goldstream is the only available source of permanent supply, as far as any one knows. The Colonist also so understands Mr. Adams. What is the opinion of the Times or has it any opinion on the subject? We know where it stands on the water question. It is opposed to them, and in its opposition has strong, popular support; but we have tried to make it clear that this is a very subordinate aspect of the case. Will our contemporaries not tell us where it suggests that the city shall go for an abundant supply of good water, that can be given in any desired quantity for a flat rate? When it has endeavored to answer this question it may not be quite as ready, as it now seems to be, to throw doubt upon the motives of those, who, feeling they owe some duty to the community, endeavor as best they can to advise the citizens along what they regard as right lines. May we further suggest to our contemporaries that it only adds to the difficulties of a difficult situation to question the good faith of those who differ from the particular views, which it may hold, or who have thought out conclusions upon points in regard to which it is still undecided?

PELAGIC SEALING.

There appears to be an impression abroad that there is to be a session of a joint high commission, representing the British and United States governments, for the purpose of considering such questions as are open between Canada and the United States. One of these relates to pelagic sealing. Of course this is not, strictly speaking, an open question, because the right of Canadians to engage in that work is not disputed, but the United States government is known to desire that it shall no longer be allowed. It may not be amiss to explain the circumstances surrounding this subject, as there seems to be some popular misunderstanding of it.

The United States, Japan and Russia own seal rookeries. When seals are on the rookeries or within three sea miles of them they are under the protection of the government owning the rookery. The seals, themselves, are not the property of any government. Professor Jordan proposed that the seals on the Pribilof islands should be branded and be claimed by the United States, wherever they might be found; but this suggestion was contrary to the accepted doctrines governing property rights, which are to the effect that there can be no property in wild nomadic creatures. Migratory birds at one season of the year are under the protection of one government, and under

of another at another season. When the salmon, which ascend the Fraser, come within the 3-mile limit they are under the protection of Canada, but although they have been hatched in a Canadian hatchery maintained by the government, they are never the property of the government, after they have been released. Wild fowl hatched in Canada may fly south and be shot in the United States, but our government can have nothing to say about it. So as to seals. The United States government has the unquestioned right to protect them in any way it chooses, as long as they are within its jurisdiction, and the same is true of other governments owning land to which seal herds resort. The government named has seen fit to restrict the right to take seals within its jurisdiction to a certain company. This is none of our concern. It has also seen fit to declare the vessels carrying its flag, shall not engage in pelagic sealing. This many people of that country regard as a flagrant injustice; but the matter does not in any way concern us. No foreign government has the right to say that Canadians may not take seals or any other species of marine life upon the high seas. This statement will not be disputed; in fact its truth will form the basis of any new negotiations that may be begun.

It seems obvious that a treaty whereby Great Britain may agree that pelagic sealing shall no longer be permitted under the British flag would be only a half measure. It would bind no one except British subjects acting under the British flag, and there would be nothing to prevent a Canadian, if he saw fit, from fitting out a vessel under any other flag, except that of the United States, and carrying on the business as actively as he pleased. It is hardly probability as he pleased. It is hardly probable that any country will agree to forbid its subjects or citizens from engaging in any line of activity upon the high seas, not expressly contrary to international law. Hence, if pelagic sealing by Canadians is to be stopped, the treaty will have to be supplemented by legislation prohibiting the outfitting of sealers in Canadian ports or the hiring of crews in Canadian territory. To carry out the avowed desire of the United States, that government would have to come to a similar understanding with Japan. It would even then be perfectly legitimate for Canadians to carry on pelagic sealing in vessels carrying the flag, say, of Norway; but if the ports of Canada and Japan were closed to them, there would be no likelihood of their so doing.

Some fear has been expressed that the Imperial government may sacrifice the interests of Canada in this matter, but this review of the case will show such an opinion to be unwarranted. A treaty to be effective must be supplemented by legislation by the Dominion parliament, unless the Imperial parliament should undertake to pass a law relating to the Dominion, a thing that is outside the limits of possibility. Unquestionably the Imperial parliament has in a theoretical sense the right to legislate, as it chooses in respect to any part of the Empire. The Dominion is the creation of an Imperial statute, and the power which enacted that statute can repeal, alter or circumvent it, if it sees fit; but we repeat that such a stretch of authority is not within the scope of contemplation. Canada must be consulted before the sealing question can be settled.

It is not pleasant to think of agreeing to surrender to any other people any right, which is inherently ours. If it were proposed, for adequate consideration, that we should agree not to exercise our right for a term of years, the question would be put on a business basis and an agreement might be possible. We waive our unquestioned right to collect on goods entering Canada, when security is given that they will be promptly shipped out of the country again; in other words we permit the transit of goods in bond. We do this, because it is good business to do so. There is no suggestion that there is any surrender to our rights by such an arrangement. A business arrangement might be effected in regard to pelagic sealing, which would no more be a surrender of our rights than the bonding privilege is; but we feel very certain that the people of Canada will not assent to the permanent surrender of any of their rights upon the high seas, or to any temporary curtailment of those rights without a substantial equivalent. And further we hold that as the benefits of the sealing industry are in a special manner enjoyed by the people of Victoria and Vancouver Island, so the equivalent, whatever it may be, ought to be something that can be turned to the special advantage of this city and island.

Mr. Walter Wellman has decided that he will not start for the North Pole in his balloon this year. Many people would be impressed with his wisdom, if he should decide not to start at all with his present equipment, which is a sort of medley of new inventions, not one of which has ever been put to a useful practical test.

Those easily discouraged people, who believed that the Klondike had reached its maximum of prosperity, may feel reassured. It is said in despatches from Dawson that the great success of the big dredges has caused a rush to stake the river bottoms, the like of which has not been experienced since the great days of 1897.

The call of the Republican National committee of the United States for dollar subscriptions from the faithful towards a campaign fund for the next presidential election is not proving a very great success. One difficulty is that a large proportion of the expected contributors have been accustomed to look upon a campaign of that nature as a source of pocket money.

The Oak Bay council has prohibited the discharge of fire arms within the area extending from Cadboro bay to Foul bay. This is a wise regulation. Now if some one with authority will devise a way of preventing irresponsible youths from discharging firearms in other localities adjacent to the city, a

All the Doctors Are Willing
To have their prescriptions dispensed at
Shotbolt's Pioneer Drug Store
We have dispensed for them here since 1862, AND KNOW HOW.
Our assistants are qualified MEN. You may pay more for inferior work and poor
drugs.
NOTE ADDRESS:
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SPORTSMEN

The Largest and Best Assorted Stock of

Guns,
Ammunition, etc.

IN THE CITY

Call and Examine Our Stock.

John Barnsley & Co. Government Street

might

have made his reform begin where we are told charity ought to.

Why spell this name with two o's, when the same sound can be got by using the letter u. Of course Roosevelt

does not look as pretty, nor has it the halo of antiquity surrounding Roosevelt; but the president's orthographical movement would have lost nothing from being adorned with the jewel of consistency.

In his way President Roosevelt is a great man, and so was Artemus Ward in his way, and the latter averred that he had "no use for a man, who was so

conservative that he could only spell a word one way."

We may very properly ask as to the dictionary maker: "Who gave this man to have dominion over us?" The language is older than the dictionary, and spelling is at best only a poor makeshift at expressing in letters the sound emitted by the human voice.

As a matter of fact the letters e a t do not spell the name of the animal designated thereby, and hence almost the first thing a child learns is that he is taught what is not true.

Nevertheless we have gone on in a blundering sort of way writing characters in

order to express to the eye certain sounds, and as yet no one has endeavored to force any particular spelling upon us.

The King has let its English

take care of itself, and the result has

not been half bad. We take leave to

doubt if Mr. Roosevelt or Mr. Carnegie

can improve upon the evolution in lan-

guage, oral and written, that is steady-

ly going on.

"Ex-Polo's" letter will receive atten-

tion. In the meantime, will he please

accept the thanks of the Colonist?

The Roosevelt dictionary contains

three hundred words. Free and en-

lightened American citizens may spell

the other 156,437 just as they please

without being charged with lèse majesté,

The cause of the special cabinet

meeting at Ottawa has not been given

out. It can hardly be the desire of the

Premier to impress upon his colleagues

the necessity of getting ready for an

early session; for he could have done

this by wire.

The Detroit Free Press is disposed to

look upon the progress of the Canadian

prairie region as a boom that will not

last. As long as people continue to eat

three meals a day, so long will there be

a demand for good farming land, and

our somewhat envious neighbors may as

well recognize the fact.

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PRINCESS ROYAL TO BE LAUNCHED

Will be Slid From Ways at Esquimalt Shipyard on Saturday Afternoon.

CAMOSUN REPAIRS ARE COMPLETED

Pondo Passed on to Vancouver Without Making Call---The Twickenham.

The new C. P. R. steamer Princess Royal, an intermediary vessel between the Princess Victoria and Princess Beatrice intended for the Victoria and Alaskan service, under construction by the B. C. Marine Railway company (Bullens) at Esquimalt, will be launched on Saturday afternoon between 2 and 3 o'clock. The construction of the steamer has been well advanced, and the engines and boilers, built by Bow MacLachlan & Co., of Paisley are lying at the Esquimalt shipyards ready to be placed in the steamer soon after she takes the water on Saturday. The Princess Royal is a wooden single screw steamer, 227 feet long between perpendiculars, 40 feet beam, and 17 feet moulded depth, with spacious freight holds and two tiers of deckhouses, staterooms, saloons, etc., and an observation saloon forward. The engines are triple expansion machines with an indicated horse power of from 18,000 to 20,000, giving a working speed of fifteen knots. The accommodations of the steamer are very similar to those of the splendid ferry steamer Princess Victoria. The Princess Royal is not as large as the Princess Victoria, though larger than the Princess Beatrice. When the Princess Royal takes the water the machinery and boilers, three Scotch marine boilers, will be installed at once, and the joiners will then round up the joinery left open for the placing of the engines. The steamer is being most substantially built and the designing is ornate; when completed the steamer will be one of which both owners and builders may well feel proud.

Mr. G. H. Hardie and his staff of draughtsmen at the Bullen shipyards are now busily engaged in getting out the working drawings for the new hydrographic steamer being built for the survey service of the Dominion government on the coast of British Columbia. The machinery has been ordered and arrangements are being made so that the vessel can be laid down in the near future. Mr. W. F. Bullen of the Esquimalt shipbuilding firm is now in Scotland securing material for the machinery. It is understood that the material will be shipped to Esquimalt and the machinery will be constructed there. The hydrographic steamer will be 163 feet long between perpendiculars, 27 feet beam, and 15 feet deep, with 770 tons displacement. She will be a twin screw steel steamer with two pole masts, and with triple-expansion engines with power to drive the vessel at an ordinary speed of 11-1/2 knots.

THE TWICKENHAM.

Cargo of the Steamer Being Taken Out in Readiness for Docking.

The steamer Pondo, the long-delayed freighter of the line subsidized by the Dominion and New Zealand governments for a service between British Columbia ports, including Victoria and New Zealand, arrived in the Royal Roads yesterday, and, after taking a pilot—he had been waiting for over a week—proceeded to Vancouver. The steamer did not call at the outer dock, but was stayed as the steamer Bucanan, the initial steamer of the line, passed Victoria without calling that it structures would at once be sent to the Pondo to have her fulfil the requirements for which the subsidy was granted. But the Pondo, like the Bucanan, passed on. Arrangements have been made by the agents of the line for the dry dock at Esquimalt for the steamer which is in need of repairs. The vessel has a small amount of cargo for Vancouver, and, after discharging that will return to Esquimalt to enter the dry dock.

The steamer is to be built strongly, in excess of Lloyd's requirements, and fitted specially for cruising in un-surveyed waters. The steamer will be practically unsinkable. She will have a double bottom under her machinery space, and water-tight "twice deck fore and aft, with ample cross bulkheads, water-tight flats, etc., to make the vessel unsinkable in case of accident when cruising in un-surveyed waters. The vessel will be fitted up completely, with capital accommodation for the surveying staff and complement. She will have sounding instruments, a sounding winch of special construction, a special set of compasses for use in finding exact locations, electrical fittings, searchlight, and there will be a couple of good power launches carried on the shade deck, heavily constructed above the main deck fore and aft, and carrying the boats, as well as sheltering the deck houses. The bow will be strengthened and the vessel fitted in every way for deep sea service, if required for heavy weather service at sea. The surveying staff will have their quarters aft, with excellent accommodations, bathrooms, staterooms, etc., and the navigation officers and crew will have their quarters forward. On the shade deck there will be a large chart house, surmounted by a navigating bridge. Mr. R. L. Newman, M. I. N. A., has been appointed inspector of the construction.

The steel, single screw, quarantine tender, being built to replace the Earle, is well ahead and will soon be ready for launching. The compound engines for this steamer are being built in the machine shops of the B. C. Marine Railway. The new tender will be considerably larger than the Earle, being 100 feet long, and engined to give a speed of 10-1/2 knots.

The steamer Camosun of the Union Steamship company, which struck on Newcomb rock near the new Grand Trunk port on Kalian island, will be launched from the cradle of the Esquimalt shipyards today. The Camosun was badly damaged as a result of her contact with the rock on which she had bumped at full speed and grinded over the obstruction; seventeen plates had to be renewed. The contract for the work was secured by the B. C. Marine Railway company at \$9,000, and the steamer is now ready for sea again. The work is completed and a crew of painters were busy yesterday putting on the paint.

"Officers of the company stated that the wrecking tug Samson was at Roach Harbor when the Twickenham went ashore, and that the Samson has been within ten miles of the wreck since. As soon as the wreck was reported, the captain of the Samson was wired to hold himself in readiness and to proceed to the stranded steamer as soon as requested to do so. No request was made for the Samson, but Canadian tugs were despatched to her aid. The officers of the company state that their steamer could have rendered assistance to the Twickenham far quicker than the Canadian tugs, and also that as it was in American waters the job should have gone to an American firm.

In response to this, Deputy Collector of Customs Blackwood issued the following statement: "The fact that Victoria wreckers proceeded to the scene immediately after the stranding of the vessel was reported, and that no call was made for assistance from Puget Sound marine interests called forth considerable discussion and feeling on this side. According to Blackwood,

finishing coat, ready for the launching of the steamer today. The Camosun will resume service without delay sailing for northern British Columbia ports on the 31st inst.

SCARCITY OF BRITISH OFFICERS.

Steamship Companies Experiencing Difficulty in Securing Men.

Steamship companies in Great Britain are at the present time experiencing the greatest difficulty in securing sufficient British officers to man their sea-going vessels, says the Montreal Star. The shipowners are making strenuous efforts to obtain the services of alien officers and in addition they desire to obtain a relaxation of the regulations as to qualifying time for Board of Trade certificates of competency for master or mate. They also advocate the adoption of certificates of competency of lower grades than those now existing. The Merchants Service Guild of Great Britain are marshalling their forces to combat the concessions asked for by the owners. This guild is an association representing over ten thousand captains and officers of the merchant service, and the fight between themselves and the shipowners will be strenuous from start to finish.

The Canadian steamship companies doing business from this port are not similarly affected, and representatives of the various firms stated to The Star today that there certainly was no dearth of officers on this side of the water.

"Every one of the vessels of the larger firms, leaving Montreal, have three certified officers aboard, the captain, the first, and the second officers, any of whom are capable of taking charge of the boat," said the representative of one of these firms. "No difficulty has been experienced in getting the proper men, and we have all we require. In fact, some of the third officers are certified men. Shipping firms on this side have also been very fortunate in the class of men who of late years have been in charge of the ships. These men have shown, when occasion required, splendid judgment and knowledge, and the ocean-going public can rest assured they are in skilled and trusted hands while crossing between Canada and Britain and other continental port."

DO NOT CALL.

Subsidized New Zealand Freighters Passed Up to Vancouver Yesterday.

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THE TWICKENHAM.

Cargo of the Steamer Being Taken Out in Readiness for Docking.

Despite Low Freights Shipbuilding Is Not Restricted.

In speaking of the output of tonnage London Fairplay remarks:

"Most people connected with shipping are surprised that the great depression in the trade has not had the effect of restricting building, and they are unable to account for the wholesale creation of new tonnage. But there are the facts and they cannot be got over. The mischievous thing is that people not in the know should jump to the conclusion that the huge output of British tonnage does and can only be brought about by unusual prosperity in the trade. For a considerable time past the reports of shipping companies which have appeared in these columns have testified to the depression in freights caused directly by the over-supply of tonnage, and the difficulties of making ends meet, much more of securing a small profit, have been only too manifest in the accounts published. There is misconception on a large scale somewhere, and it is astonishing that shipowners will suffer some very serious loss to remove it. The department talks of 'prosperity' when serious adversity is being experienced."

What the remedy for over-building may be Fairplay does not undertake to say, comments the New York Maritime Register. It is evident that so long as it continues freights generally will remain at a low figure, with the prospect that shipowners will suffer some very serious losses. If the present large output were intended to replace an equal number of older or less desirable vessels, there would be some reason in it. As it is, only adds to the already too great amount of tonnage afloat. Trade rivalry is of course at the bottom of it all. New and better adaptable vessels for particular trades are continually being built and the older ones, if not retained in service, are often sold to foreigners, who use them in competing in other trades. In this way the world's tonnage is being constantly augmented.

To prevent, if possible, too great an output of tonnage would be a good thing for shipowners as a whole, but who, if not the shipowner, is to determine his need for new vessels? And who will deny his right to acquire them if he so desires? The situation is a serious one and it must be left to time to work a change in it, as any combination of interests would avail but little if any to alter it for the better.

the case was handled under the provisions of the treaty entered into between the Canadian government and President Cleveland in 1893. By this agreement it is permissible for either nation to work wreckage in waters styled "coastlines." As the international boundary line between Vancouver Island and the state of Washington runs in the channel between the former and San Juan Island, upon which the Twickenham was grounded, the vessel was considered being in this neutral zone, hence no objection was made by the local customs officials to the action of the Canadian salvors."

The tug Tacoma, when returning from Esquimalt, where she and the Salvor towed the Twickenham, showed up with a seriously shattered stem resulting from a collision with the revenue cutter Arcata at the scene of the wreck. The Tacoma will proceed to the drydock before doing further service. The Arcata is unharmed.

FOR NEW ZEALAND.

Large Shipments of Exhibits to Christchurch.

Canada is sending of her wealth of manufactured articles to New Zealand's great international fair at Christchurch. Every steamship is taking out several hundred tons of Canadian exhibits. A large quantity of this freight is lying at the C. P. R. wharf for shipment on the Mowea of the Canadian-Australian line, due from Sydney. It is likely that the steamer Pendo will also take out a heavy tonnage of these Canadian exhibits.

Eastern Canada, of course, has more in the way of manufactures to exhibit than the young West, whose wealth lies altogether in the direction of her natural resources—her wheat, her cattle, gold, silver, copper, fisheries, etc. It is therefore to be expected that the East will dominate the Canadian section of this New Zealand exhibition.

The Canadian government is standing the expense of the shipment of exhibits to Christchurch, a fact which undoubtedly has had its effect in increasing the number of exhibits. When Canada "pays the freight" the manufacturer is eager to send it. Almost everything from patent clothes-wringers to automobiles and machinery can be found stored on the Vancouver wharves awaiting shipment to the big exhibition.

PROBLEM SERIOUS.

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FACTS IN NATURE.

Not Only Do We Get Inspiration From Nature, But Health as Well.

For people who are run-down and nervous, who suffer from indigestion or dyspepsia, headache, biliousness, or torpid liver, coated tongue with bitter taste in the morning and poor appetite, it becomes necessary to turn to some tonic or strengthening which will assist Nature and them to get on their feet and put the body into its proper condition. It is becoming more and more apparent that Nature's most valuable health-giving agents are to be found in forest plants.

The salve of the steamer reflects considerable credit on the British Columbia Salvage Company, which worked so expeditiously to get the vessel from the rocks at San Juan, and whose efforts were crowned with success. The earnings that will accrue to the salvage company for floating the steamer and bringing her to Esquimalt will be large, for the steamer and her cargo represent a value of over half a million dollars. The amount to be paid is subject to the contract made by the company with Lloyd's agency.

An absurd hubbub was made by Seattle papers regarding the wrecking of the Twickenham in United States waters by the Esquimalt steamer. The Post-Intelligencer says: "The fact that British tugs are wrecking the steamer Twickenham, stranded in American waters, is causing unfavorable comment from American steamboat men. It is alleged that American tugs have to secure special permission from Ottawa in order to work in British waters, and then only after the Canadian companies have been given a chance at the work.

In this connection the Inland Navigation Company has written to Collector of Customs F. C. Harper, requesting him to inform them if it is usual for British vessels to come into American waters and take work which really belongs to American firms.

It is also stated in the communication that vessels with wrecking outfit are maintained on this side for the express purpose of handling such cases as the Twickenham and that when these jobs, which are few and far between, go to foreign vessels it works a hardship on the American owners.

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Free Treatment for Sick Kidneys

WRITE FOR GIN PILLS

If you have suffered for years with kidney trouble—if you know your kidneys are sick, but have not been able to find anything that will help you—or if you suspect that you have kidney disease, write for a sample of GIN PILLS, the pills that cure. We don't ask you to spend a single penny, or promise to spend any. Simply take the box of pills which we send you free of charge. We leave it to you whether or not you will take any more after the sample box is gone.

RAT PORTAGE, October, 1905

I was troubled for about two years with kidney trouble, so common among railway men. I doctor in the regular way and took a great deal of medicine, but received no benefit. My friend recommended GIN PILLS, and I am pleased to state that after taking them for a while I am not taking them regularly. If I feel any indications of a return of the trouble, a few doses puts me all right again.

CHAS. SIMMONS, C.P.R. Engineer.

This letter is the experience of hundreds. They try doctors and drugs without relief, but they find the cure for their trouble in GIN PILLS. Take advantage of our generous offer. Mention in what paper you saw this, with your name and address, and we will send you, absolutely free of charge, a sample box of GIN PILLS. They are sold by all druggists at 50¢ a box, or 6 boxes for \$2.50.

THE GOLE DRUG CO. - WINNIPEG, MAN.

NEW KOSMOS STEAMERS.

Three Vessels Will Be Added and the Service Will Be Improved.

The Kosmos line of German steamers running between Hamburg and Puget Sound and British Columbia are to give a ten day service instead of a fortnightly service as at present. For this purpose three new steamers are being added to the fleet. The new vessels to be placed on the run at once are the Raduan, Osiris and Tanis, all 7,800-ton vessels and all of which have only recently been built. If the three additional vessels are placed on the run will be 8,300-ton vessels and will be

the Elkar, Eifu and Esue.

FROM THE NORTH.

The steamer Capilano arrived yesterday from the north with 100 tons of sandstone from Huddington Quarry for this city, and 5,000 cases of salmon from northern canneries. The steamer will sail again north as soon as her cargo is discharged. The Camosun which has been on the ways at Esquimalt for the past 25 days undergoing repairs will be floated today and be ready to start service in a few days.

MARINE NOTES.

New York, Aug. 29.—Arrived, steamer Princess Irene from Genoa and Naples.

The tug Lenora, owned by Hugh Keefer, is ashore between Beaver Rock and Siwash rock, just outside the First Narrows at Vancouver.

HAD AN AWFUL TIME

But Chamberlain's Colic, Cholera and Diarrhoea Remedy Cured Him.

It is with pleasure that I give you this unsolicited testimonial. About a year ago when I had a very severe case of measles I got caught out in a hard rain and the measles settled in my stomach and bowels. I had an awful time and had it not been for the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy I could not have possibly lived but a few hours longer, but thanks to this remedy I am strong and well. I have written the above through simple gratitude and I shall always speak a good word for this remedy.—Sam H. Gwin, Concord, Ga. For sale by all druggists.

SMELTERS OF BOUNDARY.

B. C. Copper Co.'s Plant Is Now Near Completion.

Phoenix, Aug. 25.—Some time during the first week in September, or approximately within two weeks' time, J. E. McAllister, manager of the British Columbia Copper Co., Ltd., expects to blow in the first of the three mammoth new furnaces at the company's enlarged Greenwood smelter—to be followed by the other two shortly thereafter. The first furnace is now installed, the second is on the ground and being set up, while the third is now en route

IN ADVANCE OF EARL GREY'S VISIT

Col. Hanbury-Williams Military Secretary to His Excellency Arrives.

ITINERARY OF THE WESTERN TRIP

Vice Regal Party Will Spend Some Days in Victoria and Vicinity.

Yesterday Col. J. Hanbury-Williams, C. V. O., C. M. G., military secretary to His Excellency the Right Hon. Earl Grey, governor-general of the Dominion, reached the city. In an interview courteously accorded to the Colonist, Col. Hanbury-Williams intimated that his presence in the West was in connection with the approaching visit of the governor-general, who purposes making a tour of this province.

"At present," said he, "His Excellency is on the Canadian Northern line on the way to Edmonton. I hope that the unfortunate accident of which I have just seen the report will not affect his arrangements. I have telegraphed to inquire, but have had no answer. However, he is on the move, and the message may not have reached him. I have just telephoned a second time and hope to have an answer during the evening. He should leave the Canadian Northern at Edmonton on Saturday and proceed to Calgary, and thence into British Columbia via the Crow's Nest Pass and visiting all the principal towns. The itinerary will be as follows:

Sept. 1—Arrive Edmonton 11 a. m.
Sept. 2—Leave Edmonton 10 a. m.
Sept. 3—Arrive Calgary 5 p. m.; visit irrigation works.
Sept. 4—Leave Calgary 7 p. m.; arrive Macleod 11 p. m.
Sept. 5—Leave Macleod 3:15 a. m.; arrive Kootenay Landing 2 p. m.; arrive Nelson 6:10 p. m.
Sept. 6—Leave Nelson 8:10 a. m.; arrive Trail 11:15 a. m.; arrive Rossland 12:15 p. m.
Sept. 7—Leave Rossland 7:30 a. m.; leave West Robson 9:30 a. m.; arrive Greenwood 2:28 p. m.; drive from Greenwood through the Phoenix Gap, a distance of about 20 miles.

Sept. 8—Leave Grand Forks 4:54 p. m.; arrive Nelson 10:05 p. m.

Sept. 9—Leave Nelson by steamer 8 a. m.; arrive Kaslo 11:20 a. m.; leave Kaslo by steamer 11:30 a. m.; arrive Lardau 12:50 p. m.; leave Lardau by steamer 1:30 p. m.; arrive Nelson 6:25 p. m.; leave Nelson 7:15 p. m.; arrive West Robson 8:40 p. m.; leave West Robson on steamer 11 p. m.

Sept. 10—Arrive Arrowhead 3:25 p. m.; leave Arrowhead 4:45 p. m.; arrive Revelstoke 5:10 p. m.; leave Revelstoke 5:45 p. m.

Sept. 12—Arrive Vancouver 10:45 a. m.

Sept. 14—Leave Vancouver 1 p. m.; arrive Victoria 5 p. m.

Sept. 17—See Victoria; dinner at Government House, followed by public reception at parliament buildings.

Sept. 18—Steamer trip up coast of Vancouver Island and through inlets, lasting about seven days.

Sept. 25—Arrive Vancouver and attend meetings of Canadian Forestry Association.

Sept. 27—Return to Government House, Victoria.

Sept. 28—Trip over Esquimalt & Nanaimo Railway, visiting coal mines, and Cowichan Lake for fishing.

Oct. 1—Return to Victoria and thence to New Westminster by steamer up the Fraser River, passing salmon canneries.

Oct. 2—Opening exhibition at New Westminster.

Oct. 3—By C. P. R. to Sicamous, visiting Vernon and Lord Aberdeen's ranch.

His Excellency will travel from Vancouver to Victoria by the Dominion government steamer Quadra and upon arrival will drive to the parliament buildings, where an address will be presented by His Worship the Mayor, after which he will proceed to Government House. The details of the municipal reception are still under the consideration of the mayor and council.

"The latter part of the programme," said Col. Hanbury-Williams, "will depend upon the convenience of His Excellency and will be subject to alteration after his arrival here. His visit will probably terminate on the 3rd October, and the return journey made through the Rockies back to the East."

Col. Hanbury-Williams has had a very distinguished career. Acting as military secretary to Lord Milner throughout the South African campaign, he returned with Lord Roberts from the Cape in 1901, after which he devoted the succeeding three years to military matters at the war office, and at the invitation of Earl Grey to accompany him to Canada, he accepted his present appointment, arriving in the Dominion just prior to the departure of Lord Minto. This is the Colonies first trip across the mountains, though last year he visited Edmonton and Regina on the occasion of the inauguration of the new provinces.

"This has aptly been termed the 'Garden of the west,'" said he, "and it is difficult to adequately express one's admiration for its beautiful scenes."

WARNING TO MOTORISTS.

Buffalo, N. Y., Aug. 29.—Fifteen of a fine, was the sentence of Judge Murphy in the police court today upon John A. Miller, the chauffeur who, on the evening of August 21st last, ran down and severely injured Fred Marshin.

MANILA SITUATION IMPROVED.

An Important Chief Captured by Native Volunteers.

Manila, Aug. 29.—Word has been received that native volunteers captured Armogines Sanchez, a chief of the Pulajanes in the province of Leyte last Saturday. The escape of the bandits from Leyte has been cut off by the troops who will prevent the arrival of reinforcements of Pulajanes from Samar. The situation is greatly improved.

ATLANTIC LINERS.

Montreal, Aug. 29.—The Canadian Pacific Empress of Ireland from Liverpool for Quebec, passed inward one hundred miles east of Belle Isle at 3:30 this morning.

The Allan liner Tunisian, from Liverpool for Montreal, passed inward at Point Amour, 602 miles below Quebec, at 7 a. m.

LABOR STRIKES IN SPAIN.

Serious Conflicts Occur Between the Troops and Strikers.

Madrid, Aug. 29.—Despatches from Santander report serious conflicts between the troops and strikers, with numerous casualties on both sides. Two brigades of troops have been ordered to the scene. Official circles fear an extension of the strike to other great cities. The government is making preparations to meet the situation.

A NEW BOAT FOR CAMBRIDGE.

Light Blues Not Satisfied With Their Present Craft.

Putney, Aug. 29.—The result of Cambridge's trial this morning was distinctly disappointing to the supporters of the home crew, and Harvard stock went up several points. The Cambridge men themselves were seemingly dissatisfied, for as the result of a short consultation after the trial, they decided to immediately order a new boat of Clasper.

LORD ROTHSCHILD'S LOSS.

His Handsome Brood Marc Blythwood Dies From Over-eating.

Toronto, Ont., Aug. 29.—Lord Rothschild's stable at the Exhibition grounds sustained a heavy loss last night by the death of Blythwood, a handsome brood mare brought out from England along with King Edward's horses. The mare broke loose on Monday night, found the feed box and overate herself, dying last night from stomach trouble. She was valued at five thousand dollars.

SEA OF JAPAN'S GATEWAY.

Will Be Fortified and Guarded by the Mikado's Sailors.

Tokio, Aug. 29.—Under an agreement reached between Japan and Korea, it is understood that Chinsawyan and Yongheng will be converted into naval stations at an early date at the expense of Japan. Chinsawyan is an important strategic point guarding the entrance of the Sea of Japan on the east coast of Korea, and will be a valuable protection against an attack on Korea from the north. The agreement is regarded here as being most important and is greeted with great satisfaction.

BRITISH COLUMBIA

MEN PROMINENT

In the Winning List at the Dominion Rifle Matches Yesterday.

OTTAWA, ONT., AUG. 29.—(Special)

The weather conditions at the

Dominion Rifle association were

not equal to those of yesterday. The

light was rather poor in the morning

and somewhat overcast in the afternoon, while a shifty wind played havoc with

the judgment of the marksmen.

The cup winner in the Harold Borden match, seven shots at 600 yards, was Private Eastcott, of the Victoria Rifles, Montreal. Sgt. Brayshaw, Fifth regiment, was fourth, winning \$12. Moscop, Vancouver, won \$8; Caven, Victoria, \$6; Lehman, Vancouver, \$5; Foster, Ferris, Slater and Perry, Vancouver, and Carr, Victoria, each \$4.

The first team prize of \$48 was won by the First Royal Canadian Artillery, score 178; the second prize, \$40, was won by the Fifth regiment, Victoria, score 175.

In the Ross match, seven shots were fired at 200 yards, exposure being for

three seconds only between each target. Private Short of the Ottawa guards won first prize, \$20; Sgt. Caven, Victoria, \$10; Sgt. Brayshaw, Sgt. Carr, Sgt. Richardson, Victoria, each \$4.

The school cadets match, 7 shots, at 200 yards was won by the Harbord Colle-

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The thousand yards was won by Corp.

Freeborn, 13th Hamilton, Cunningham, Vancouver; Carr and Richardson, Victoria, each \$5.

Tyros, Ferris, Vancouver, \$4.

The annual meeting of the militia rifle league was held tonight when the prizes were distributed. Col. Bate, C. G. F. G., Ottawa, was elected president; Major Winter, secretary.

EAGLES' PICNIC.

An Entertaining Event Arranged for Labor Day.

One of the attractions in this city for Labor Day is the excursion which has been arranged by the Fraternal Order of Eagles. The excursion will take

the form of a basket picnic, and if the

weather is propitious the outing should

prove very enjoyable. A train will

leave the E. & N. depot at 9 a. m., and

it is expected that the number of people

visiting the lake will be very large.

The neighborhood of Koenig's station

is a very suitable place for a basket

picnic, being right on the banks of one

of the most beautiful of Vancouver

Island's lakes—Shawnigan—and this

fact alone will guarantee a good num-

ber taking in the trip.

As an extra attraction a fine pro-

gramme of sports has been arranged,

and some very good prizes are offered

to the winners. Amongst the attrac-

tions are boat and swimming races

and also a tug-of-war contest.

The returning train will leave Koen-

ig's station at 7 p. m., arriving in the

city at a reasonable hour.

To Attend Conference.—Rev. S. J.

Thompson of the Centennial Methodist

church, leaves this morning for Mont-

real where he will attend the general

conference of the Methodist church of

Canada. Mr. Thompson is president of

the B. C. Conference and has been

elected a delegate to the higher confer-

ence. He will be gone about a month,

CANADIAN LABOR

PARTY FORMING

Matter Taken Up at Last Evening's Meeting of Trades Council.

SCOPE OF MOVEMENT DEFINED

Every Arrangement is Now Made For Holding of Forthcoming Trade's Congress.

P.O. Box 110

'Phone 1318

SAMPLE SALE SALE SALE

AT THE

ARMY and NAVY Clothing Store

Consisting of Men's Suits, Pants, Overcoats, Hats, Caps, Overalls, Underwear, Shirts, Sweaters, Braces, Neckwear, Socks, Blankets, ETC., ETC.

Commencing Tomorrow

We Place on Sale a Large Consignment of Samples as Above Purchased at a Discount of

35 PER CENT.

of the Largest Dry Goods House in Canada, when Everything in the Store will be Thrown on the Counter and Purchased at your own price. A few items of many hundreds will convince every man, woman and child that if money is worth saving, this enormous

Sample Sale Will Do It

Men's Underwear previous price 75c, now 35c

Men's Top Shirts previous price \$1, now 55c

Men's Socks and Braces previous price 25c,

now 12c

Men's Sweaters all wool previous price \$1.50, now 85c

Men's and Boys' Caps, serges and tweeds previous price 35c, now 15c

Men's Suits well made and fit, serges, tweeds and Worsteds, previous price \$15.00, a snap, now 7.75

Men's Heavy Riveted overalls with or without bib special, pair 60c

Special Line of Blankets at pair 90c

Silk four in hand Neck wear & bows, previous price 25c & 35c, now 12 $\frac{1}{2}$ c

Honest Values in Style, Quality and Price

ARMY and NAVY
Clothing Store,

IMPERIAL BANK of CANADA

Capital authorized \$5,000,000
Capital paid up 4,165,000
Reserve fund 4,165,000

Drafts and Letters of Credit Issued. Sterling and Foreign Exchange Bought and Sold.

A General Banking Business Transacted.

SAVINGS BANK DEPARTMENT.—Deposits of \$1.00 and upwards received, and interest paid at highest current rate from date of opening account, and compounded half-yearly.

VICTORIA BRANCH, J. S. GIBB, Manager.

THE CANADIAN BANK OF COMMERCE

Paid-up Capital, \$10,000,000. Reserve Fund, \$4,500,000

HEAD OFFICE, TORONTO

B. E. WALKER, General Manager. ALEX. LAIRD, Asst. Gen'l Manager

BANK MONEY ORDERS

ISSUED AT THE FOLLOWING RATES:

\$5 and under 3 cents
Over \$5 and not exceeding \$10 6 cents
" \$10 " " \$30 10 cents
" \$30 " " \$50 15 cents

These Orders are Payable at Par at any office in Canada of a Chartered Bank (Yukon excepted), and at the principal banking points in the United States.

NEGOTIABLE AT A FIXED RATE AT

THE CANADIAN BANK OF COMMERCE, LONDON, ENG. They form an excellent method of remitting small sums of money with safety and at small cost.

VICTORIA BRANCH, GEORGE GILLESPIE, MANAGER

Modern Conveniences

Do not always pay for themselves; sometimes they cost a good deal, and the returns are doubtful. But a Savings Bank Account in the Northern Bank is a convenience which costs nothing, is absolutely sure, and yields 3 per cent. interest compounded every three months.

\$1.00 Starts it

You Can Deposit or Withdraw at Your Convenience

THE NORTHERN BANK

Every Description of Banking Transacted.

GODFREY BOOTH, Manager, Victoria, B. C.

MONEY TALKS

If you can make a noise like \$7,000, we can make one like a 10 per cent. investment.

British American Trust Co., Ltd.

HAROLD M. DALY

Manager

Offices: Cor. Broad & View St., VICTORIA, B. C.

DAILY REVIEW OF THE LOCAL MARKETS

RETAIL MARKETS.

MEAT AND POULTRY.

Hans, per lb.	22
Bacon, per lb.	22
Pork, live weight	18
Pork, dressed	18
Veal, live weight	18
Veal, dressed	18
Chickens, spring, per lb.	14
Chickens, old, per lb.	12
Turkeys, per lb.	28
Turkeys, live weight	28
Turkeys, local, per lb.	30
Turkeys, imported, per lb.	30
Geese, dressed, per lb.	25
Ducks, dressed, per lb.	25
Spring chicken, dressed, per lb.	30
Chickens, broilers, per lb.	30
Pigeons, dressed, per lb.	30
Rabbits, dressed, each	75
Hare, dressed, each	75
Fish	8
Oolachan (salted), per kit	\$2.25
Cod, salt, per lb	12
Halibut (fresh), per lb.	8 to 16

2 in 1 SHOE POLISH

Black and White

Polishing shoes with "2 in 1" is a labor of love. Love for the work and its effect. There is nothing like it for Ladies' Shoes.

Black in 100. and 250. tins. White in 150. glass.



WHOLESALE MARKETS.

VEGETABLES.

Beets, per acre	\$1.25
Cabbage, per acre	\$1.25
Carrots, per acre	\$1.50
Cauliflower, per doz.	\$1.50
Cucumbers, per dozen	25
Parsnips, per sack	\$1.25
Silverskin onions, per lb.	25
Tomatoes, local	12
Turnips, per sack	65
Corn, per dozen	20
FLUITS.	
Grapefruit, per box	\$5.00
Apples (imported)	\$1.75
Bananas, per bunch	\$3.00 to \$4.50
Oranges, per box	\$7.00 to \$17.00
Cocosnauts, green	8
Rhubarb	3
Plums, local, per box	75c. to \$1.00
Plums (California), per box	\$1.25
Apples (local), per case	\$1.00 to \$1.50
Peaches, per box	\$1.35

PRODUCE.

Eggs (local), per doz.	35
Butter (local), creamy	33
Comb honey	32
Tongues, per lb.	20
Ham, per lb.	8 to 14
American hams, per lb.	8 to 14
American bacon, per lb.	27
Bacon, rolled	16
FOODSTUFFS.	
American wheat, per ton	\$32.00
Manitoba feed wheat, per ton	\$30.00
Oats, Manitoba, per ton	\$27.00
Oats, Island, per ton	\$28.00
Barley, Manitoba, per ton	\$25.00
Barley, Island, per ton	\$28.00
FLOUR.	
Flour, Hungarian, Ogilvie's	\$5.00
Flour, Hungarian, Lake of the Woods, Five Roses, per doz.	\$5.60
Flour, Hungarian, Moffat's Best	\$5.35
Flour, pastry flour, Moffat's Drift	\$4.45
ed Snow, per doz.	\$5.00
Calgary Hungarian	\$5.00
Bran, per ton	\$24.00
Wheat, per ton	\$27.00
Middlesex, per ton	\$12.00
Hay, Fraser river, per ton	\$14 to \$19
Hay, Island, per ton	\$32.00
Feed, cornmeal, per ton	\$25.00
Chop feed, best, per ton	\$20.00
Whole corn, best, per ton	\$30.00
Cracked corn, per ton	\$32.00

VICTORIA DAILY COLONIST, THURSDAY, AUGUST 30, 1906.

FOR SALE CHEAP

PICTURESQUE COTTAGE—Fronting on Beacon

Hill Park, 7 Rooms, large corner lot. House cost

\$2800.00. Lot Assessed at \$1000.00

Price, \$3,150.00. Terms.

A. W. BRIDGMAN

41 Government Street.

KEREMEOS

AIKEZAR HOTEL—One block from V. E. & Ry Station. Reasonable rates and good accommodation. Percy Mark, proprietor.

NELSON

HUME HOTEL—The leading commercial house of the Kootenays. F. Hume, proprietor.

STRATHCONA HOTEL—Strictly first-class; headquarters for tourists doing British Columbia. B. Tompkins, manager

HEDLEY

COLDSTREAM HOTEL—Opposite station. Special inducements to commercial travellers.

HOTEL SIMILKAMEEN—The largest and most modern hotel in the Similkameen; all conveniences; electric light, telephones, baths, etc., sample rooms. Rates \$2.50 per day. A. McDermott, proprietor. Jy 30

VERNON

COLDSTREAM HOTEL—Opposite station. Special inducements to commercial travellers.

HOTEL SIMILKAMEEN—The largest and most modern hotel in the Similkameen; all conveniences; electric light, telephones, baths, etc., sample rooms. Rates \$2.50 per day. A. McDermott, proprietor. Jy 30

SICAMOUS

C. P. R. HOTEL—Popular resort for tourists. Good boating and fishing. F. W. Padmore, proprietor.

MIDWAY

SPOKANE HOTEL—L. E. Salter, proprietor. The largest and most modern hotel in Midway. Rates \$1.00 to \$2.00. Sample rooms. Free bus. nu 20

NEW WESTMINSTER

COLONIAL HOTEL—Opposite Court House. Best hotel in town. Rates from \$1.50 up. John M. Insley, proprietor.

GRAND FORKS

YATE HOTEL—The leading hotel of the Boundary country; everything first-class. A. Trauweiser, proprietor.

NEW WESTMINSTER

STANLEY AVENUE—Large furnished house in good repair. \$50 per month.

VANCOUVER

HOTEL METROPOLE—The most convenient to business centre, theatres, wharves, and depots. Recently renovated and reconstructed. American and European plans. The place to meet your country friends. George L. Howe, proprietor.

HOTEL BLACKBURN—A. E. Blackburn, proprietor. Rates per day: American plan, \$1.25 to \$1.75; European plan, rooms only, \$1.75 to \$2.00. West Coast Standard. Located every hour to and from this hotel, foot of Carroll street. P. Larsson, proprietor. my 12

HOTEL NORTH VANCOUVER—New and up-to-date; rates \$2.00 per day. Special rates for families and regular boarders. Finest summer resort on the Coast. Located every hour to and from this hotel, foot of Carroll street. P. Larsson, proprietor. my 12

MELBOURNE HOTEL—John Gaunt, proprietor. Rates \$1.00 per day up. Special rates for steady boarders. American and up-to-date; steam heated, electric light, etc. Located every hour to and from this hotel, foot of Carroll street. P. Larsson, proprietor. my 12

COWICHAN STATION (within 3 miles) 180 acres, 12 cultivated, 15 acres pasture, small orchard; 5 room cottage, large barn; property bounded on 3 sides by Koksilah river; very cheap, \$2,600.

OAK BAY—Superb site for suburban home, with view of water and close to tram; 3 acres. Price, \$3,000.

COWICHAN—Over 60 acres, 7 cultivated, 20 pasture; cottage and buildings; 50 sheep and implements; a young concern. Price, \$2,250; cost over \$3,000.

FARM—140 acres, 1/2 miles from station. Sold \$182 for \$2,200. Mortgage sale. Price, \$750.

RICHMOND RD., south of Jubilee Hospital. Over 60 acres, on wide streets; fine situation. Price from \$125 to \$200 per acre, on terms.

SPECULATION—Blocks of the above at liberal discount for quick sales.

Swinerton & Oddy

Financial and Insurance Agents, Notaries Public.

102 GOVERNMENT STREET.

50 ACRES—10 acres in crop; barn and stable; 8 room dwelling; orchard; near railway; \$5,000. Stock for sale.

SPLendid FARM of 121 acres, all cleared and cultivated, in North Saanich; \$13,000. Will sell in parcels of 30, 50 or 70 acres.

DWELLING—EASY TERMS—9 rooms, all modern conveniences, concrete foundation; front fence and walk built of concrete; lot 58x120; near Central school. A snap at \$2,630; \$500 down, balance \$25 per month.

THE DOUGALL HOUSE—Hotel rooms, Dining and Grill rooms. American and European plans. Popular prices. 310 to 322 Abbott street. D. Burton, proprietor.

PHOENIX

HOTEL BALMORAL—The leading hotel of Boundary's leading mining town; centrally located; good sample rooms. J. A. McMaster, proprietor.

TROUT LAKE

UNION HOTEL—First-class \$2 per day house. Choice brandy, liquors and cigars.

STRAND HOTEL—Centrally located. Housekeeping rooms, single and en suite. All modern conveniences; gas, electric, hot and cold water, etc.

THE DOMINION—Victoria, B. C. Only modern first-class hotel in the city. Rates \$1.25 per day and upwards. S. Jones, proprietor.

THE SANITARIUM HOTEL—Recently enlarged and refurbished. Private hospital and bathing establishment. In connection. Open all the year. R. G. Brett, M. D., medical director. W. A. Macfarlane, manager.

THE GORDON—Yates street. First-class in every respect. Fifty spacious, home-like rooms. Terms very moderate. Mrs. J. Aberdeen Gordon, proprietress. Tel. 1018. P. O. Box 40.

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